



New York Central Railroad Station, Beauharnois, Quebec, 1909

In this issue, we study two R.P.O. runs which operated in the south western area of Quebec, between Montreal and Malone, New York and Montreal and Dundee, later Montreal and Fort Covington, New York. Study group members are encouraged to examine their holdings and fill in the blanks.

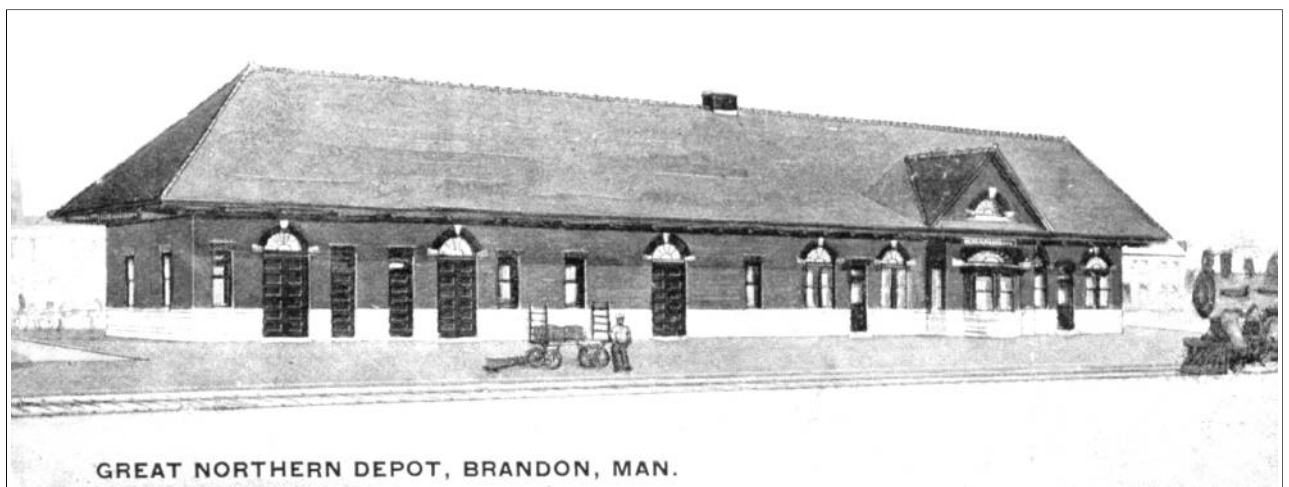
Also in this issue, for Western devotees, is a look at two R.P.O. runs in southern Manitoba.

Brian Stalker has now distributed copies of his excellent **Newfie Hammer Analysis**, covering listings N-81 to N-100, to the immediate participants in the study. Others are always very welcome to join in.

Bob Lane, our BNAPS web-page master and a self described “newbie” to the R.P.O. study group writes,

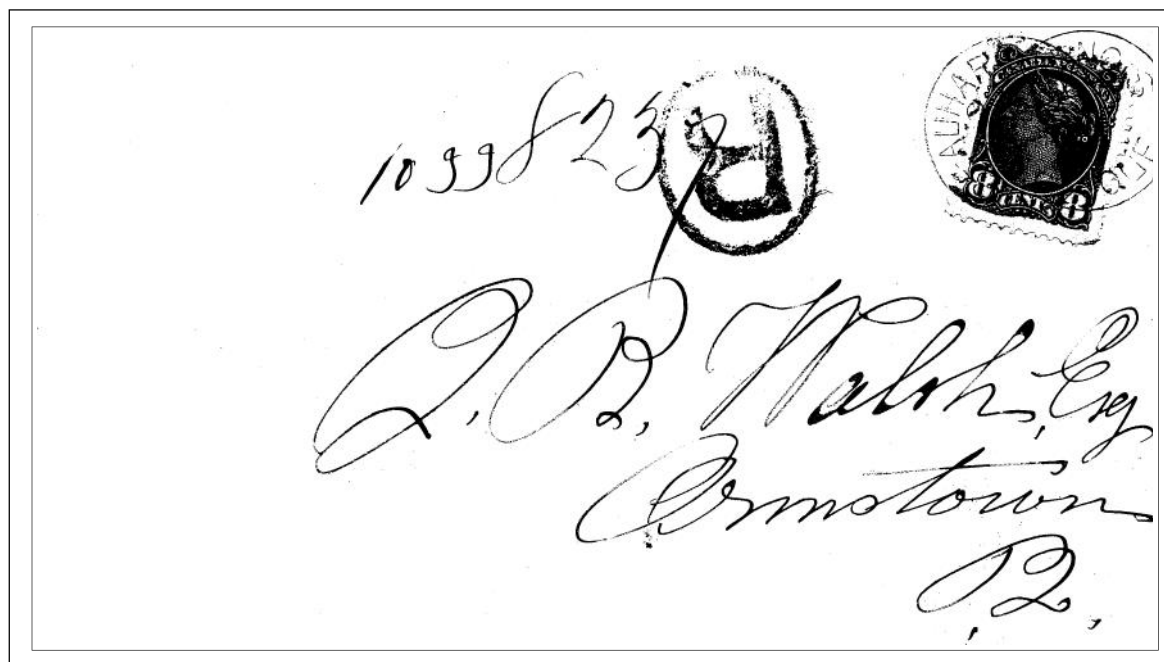
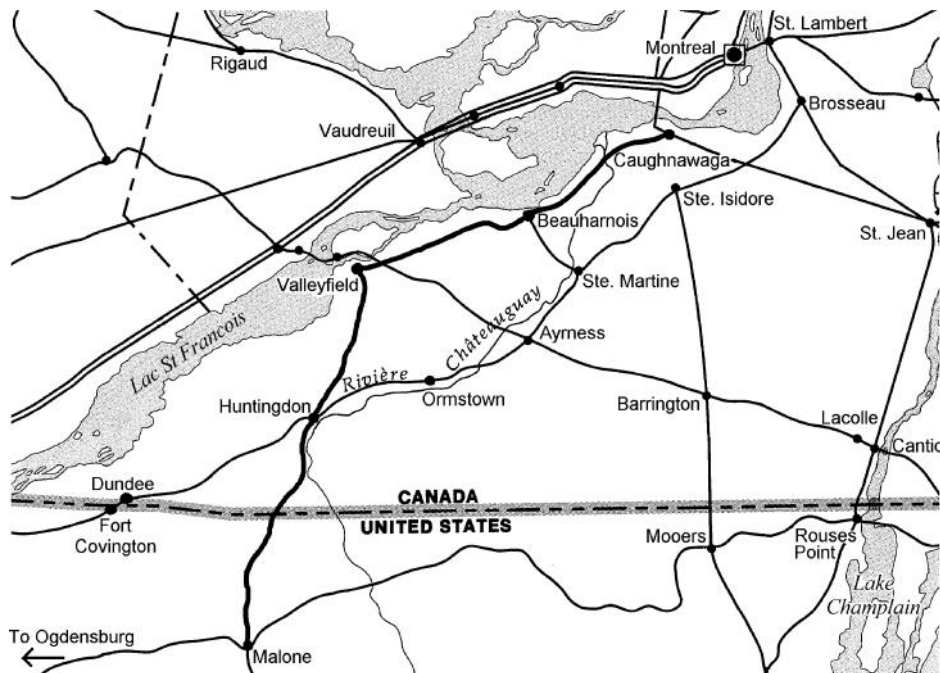
“I have been researching the Brandon, Saskatchewan and Hudson’s Bay Railway and would love to know about any US R.P.O.s used on that Great Northern line from N. Dakota into Manitoba. As far as I know, there were no Canadian R.P.O.s used. Please email me at: bob@wep.ab.ca. Thanks.”

Bob’s exhibit of Manitoba R.P.O.s at the Edmonton National level show was awarded a silver. In addition, he felt especially honoured to have **Bill Robinson** present him with the Best BNA Postal History Exhibit Award from the Postal History Society of Canada.



St. Lawrence & Adirondack Railway

Completed between Malone, N.Y. and Valleyfield in 1896, the St. Lawrence & Adirondack Railway was an extension of the New York Central Railroad from Malone to Montreal. When completed to Valleyfield, it leased the Grand Trunk Railway line from Valleyfield to Beauharnois. At the same time, it amalgamated with the South Western Railway (Beauharnois to Caughnawaga) and gained access to Montreal via the C. P. R.



Q-108A

Q-76

MONT · & MALONE · N. Y. / M. C. NORTH, AP 11, 96

MONTREAL & DUNDEE / M. C. S, AP 11, 96



The first postmark used on the line is known in 1896 and 1897; only the NORTH direction indicium has been reported. It appears as a transit backstamp on this registered cover, which originated at Beauharnois, on April 10. From there, it was transferred aboard the northbound, Malone to Montreal train and arrived in Montreal on April 11. It was then transferred to the southbound, Montreal to Dundee train and arrived in Ormstown the same day.

New York Central Railroad Malone & Montreal

Beginning in 1908, and continuing through until 1951, a new series of cancellations came into use. The following is a hammer study of the 5 hammers of listing **Q-54**



All chords are measured from the TOPS of the letters

Hammer	a	b	c	d	e	L * R	&
I	13 1/2	12 1/2	16 3/4	3 3/4	13 +	blank	angular, fat
II	13	10 3/4	15 1/2	3 1/2	12 1/4	hyphen	angular, thin
III	13 1/2	10 1/2	16	3 1/2	13 1/4	hyphen	angular thin
IV	14 1/4	11	16 3/4	3 3/4	14	hyphen	rounded
V	12 1/4	10 1/2	16 3/4	4	14 1/4	hyphen	rounded

Hammer	Proof Date	ERD	LRD	Indicia
I	1908/07/03	1912/07/08	1912/07/08	S
II	1913/05/19	1919/06/26	1920/05/04	N
III	1917/12/12	1923/04/04	1948/04/10	S, 2, 3, 33
IV	1923/11/09	1928/09/03	1937/07/16	N, 3, 20, 33
V	1949/04/09	unknown	unknown	
All		1909/01/29	1951/02/28	N, S, 2, 3, 20, 33



Q-54, Hammer I



Q-54, Hammer II



Q-54, Hammer III



Q-54, Hammer IV

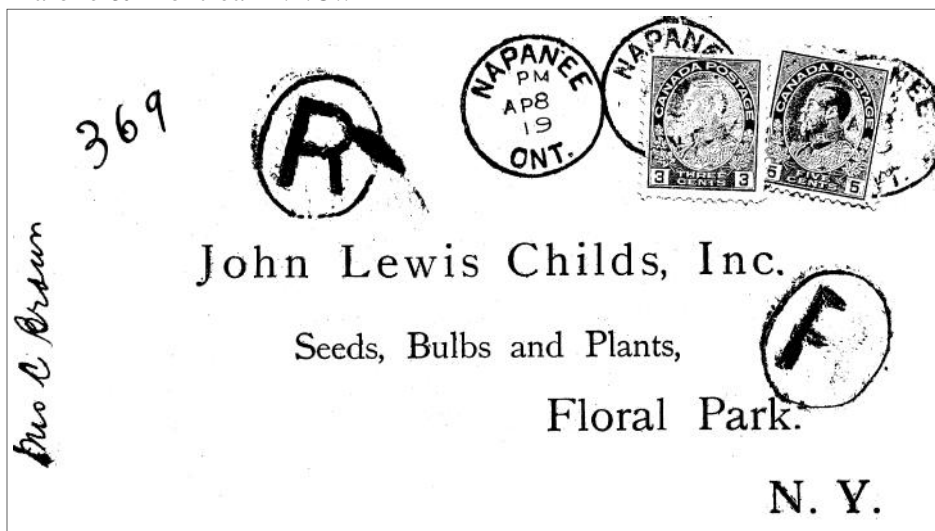


Q-54, Hammer V



A hammer with the two terminals reversed was proof struck on November 24, 1927 but apparently it was never used. It is listed as **Q-109A**

A type 5I rubber hammer for this run, listed as **Q-54A**, is known only by the example here. It is used as a transit backstamp, struck in black on a registered cover, which originated in NAPANEE, ONT. and was transferred to the eastbound Toronto & Montreal R.P.O. and then to the southbound Malone & Montreal R.P.O..

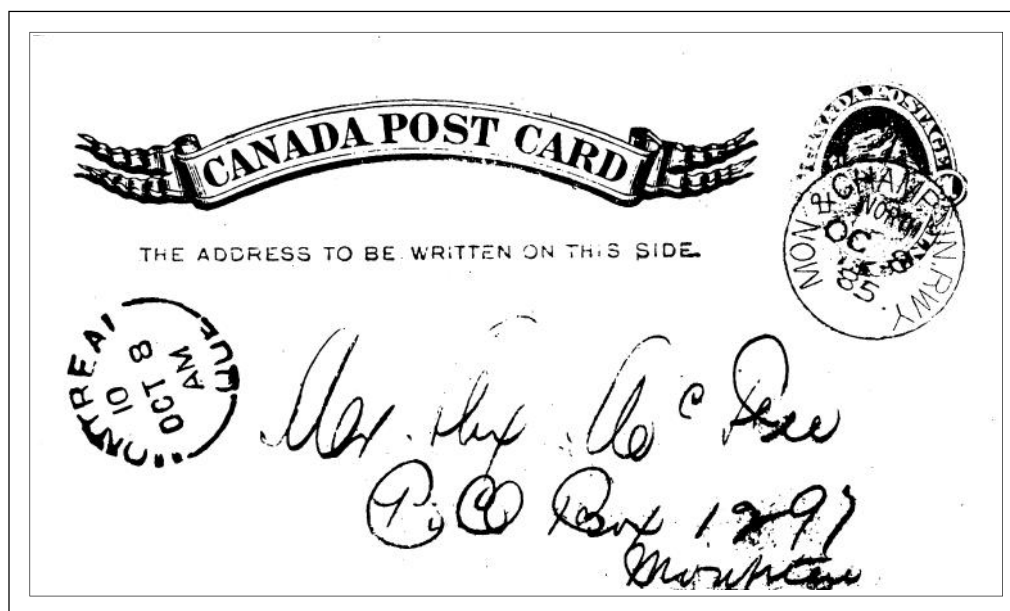
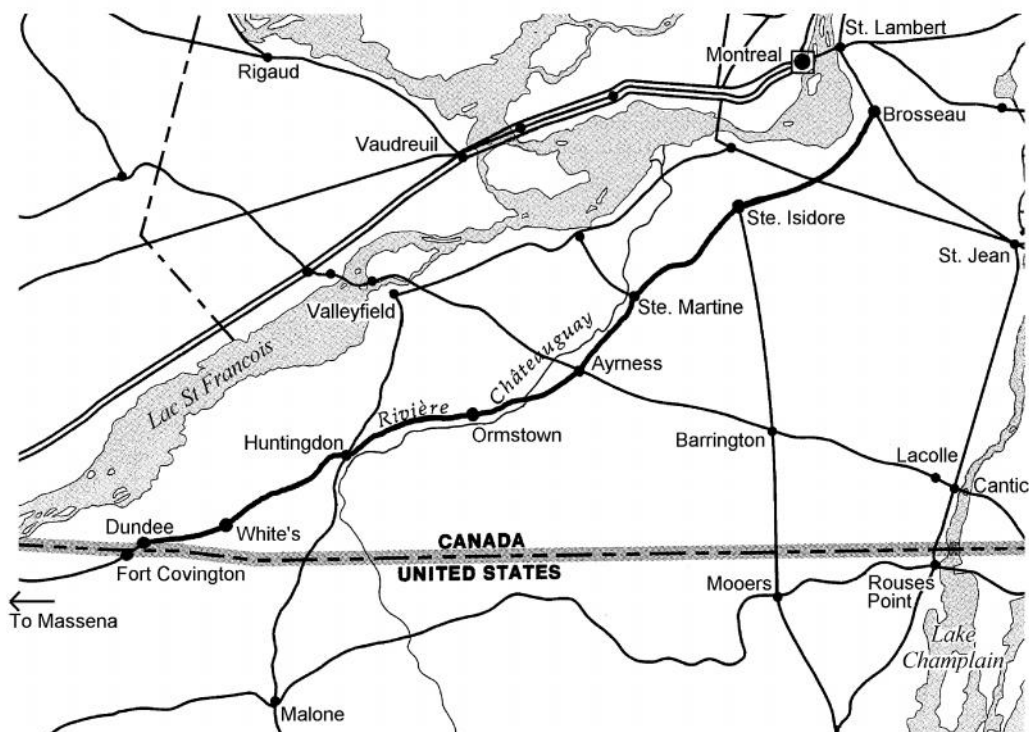


Q-54A

Montreal & Champlain Junction Railway

Built by the Grand Trunk Railway, the first 12 miles of the Montreal & Champlain Junction Railway were opened for traffic on January 1, 1881, between Brosseau and Ste. Isidore, where it connected with the **Montreal & Champlain Railway**. It was extended from there to Ste. Martine later the same year.

In 1883, the line was continued to Fort Covington, New York. In 1889, it was extended to Massena, New York, where it met a New York Central Railroad subsidiary line.



RR-105

MON. & CHAMP. JN. RWY.

NORTH, OC 8, 85

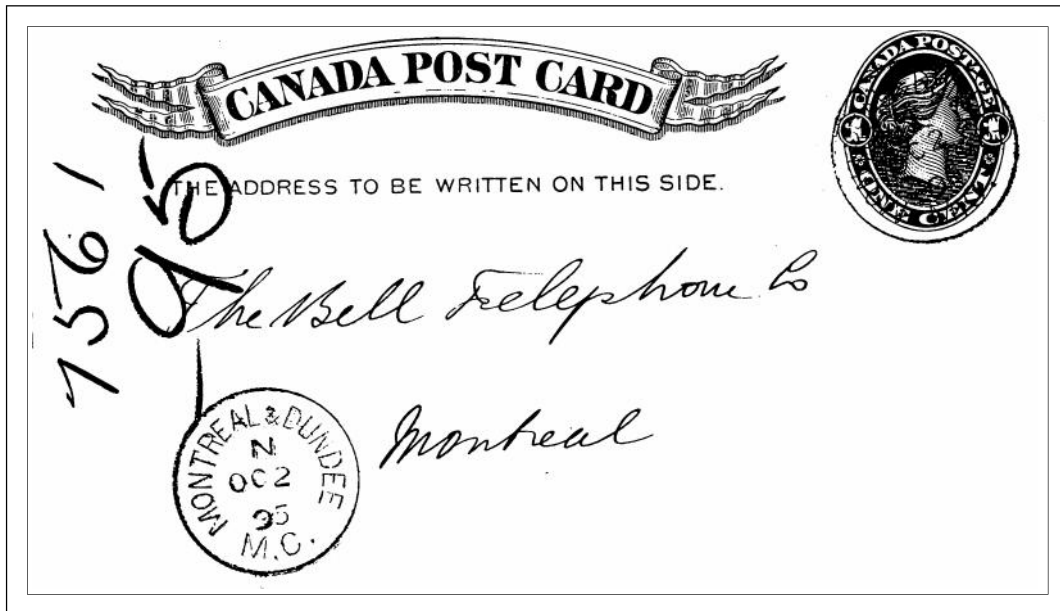
The Montreal receiving postmark is dated early the same day.

The first cancellation used on the line is reported used from October 31, 1884 until 1895, with North, South, N or S direction indicia.



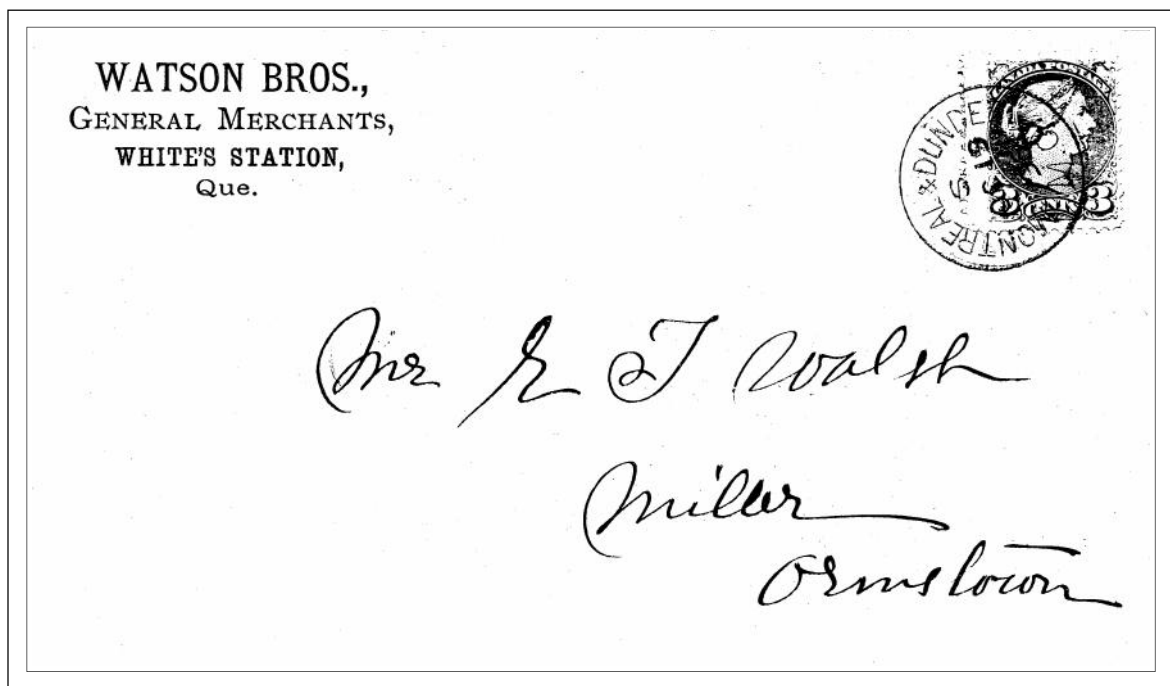
Montreal & Champlain Junction Railway

The second cancellation used on the line is known used from April 21, 1893 until June 6, 1903, with either an N or S direction indicium.



Q-76 MONTREAL & DUNDEE / M. C. N, OC 2, 95

The Bell Telephone Company receiving stamp on the back is dated the same day.



Q-76 MONTREAL & DUNDEE / M. C. S, OC 19, 95



Ormstown is north of White's Station but the letter was posted on the southbound train instead of the northbound train, on Saturday, October 19. The Ormstown receiving backstamp is dated two days later, on Monday, October 21.

Grand Trunk Railway / Canadian National Railways

Montreal - Dundee - Fort Covington

New cancellations for the Montreal-Dundee run were used between 1903 and 1929, when the run changed to Montreal-Fort Covington, which ended on April 27, 1957.



Q-79 Hammer I



Q-79 Hammer II



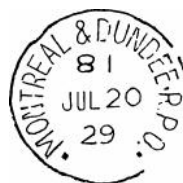
Q-78 Hammer I



Q-78 Hammer II



Q-77 Hammer I



Q-77 Hammer II



Q-77A



Q-82 Hammer I



Q-82 Hammer II



Q-82 Hammer III



Q-82 Hammer IV

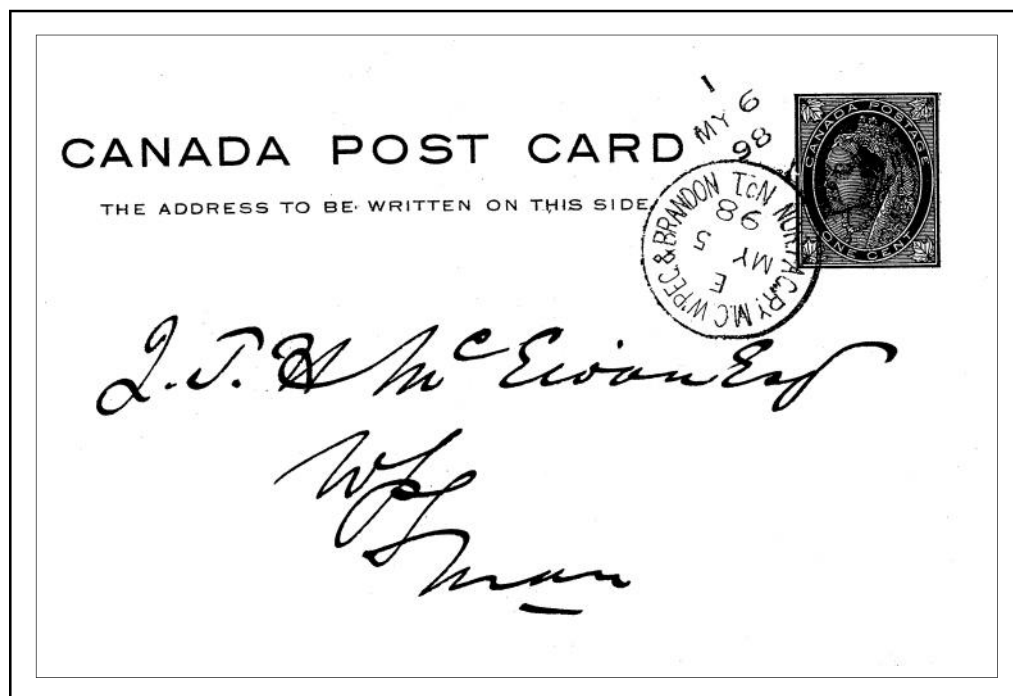
Listing	Hammer	Proof	ERD	LRD	Indicia
Q-79	I	unknown	1903/07/20	1912/02/19	N,S
Q-79	II	1920/01/29	1923/04/27	1923/04/27	N
Q-79	All		1903/07/20	1924/??/??	N,S
Q-78	I	unknown	1908/??/??	1912/07/23	52,55,57
Q-78	II	1916/03/16	1916/07/22	1916/10/06	85
Q-78	All		1908/??/??	1916/10/06	52,53,55,57,80,85
Q-77	I	1916/11/16	1916/12/07	1922/06/12	80,85
Q-77	II	unknown	1927/02/26	1929/07/29	81
Q-77	All		1916/12/07	1929/07/29	N,40,41,42,55,65,80,81,85,91
Q-77A		1925/07/12	unreported	unreported	unreported
Q-82	I	1929/11/09	1931/09/04	1931/09/04	80
Q-82	II	1929/11/28	1930/05/28	1938/11/22	81,82
Q-82	III	1939/05/10	1939/05/26	1950/06/01	79,80,81,82,184
Q-82	IV	1951/01/24	1951/07/18	1957/??/??	79,80
Q-82	All		1930/??/??	1957/??/??	31,79,80,81,82,85,184

The data presented here is based on the current catalogue information and your editor's own collection. We hope study group members will examine and report their holdings to fill in the blanks.

Northern Pacific Railway Winnipeg and Brandon

The Northern Pacific Railway completed lines from the U.S. border to Winnipeg, Portage La Prairie and Brandon in 1889. Railway post office service between Winnipeg and Brandon is reported from October 26, 1892, using a postmark which was proof struck on November 9, 1891 and is known used until January 5, 1905, with either E or W direction indicia.

In 1901, the **Canadian Northern Railway** leased these properties and two additional postmarks (W-174A) were initiated, which read C.N.R. W'PEG & BRANDON, with N^o1 and N^o 2 at their bases.

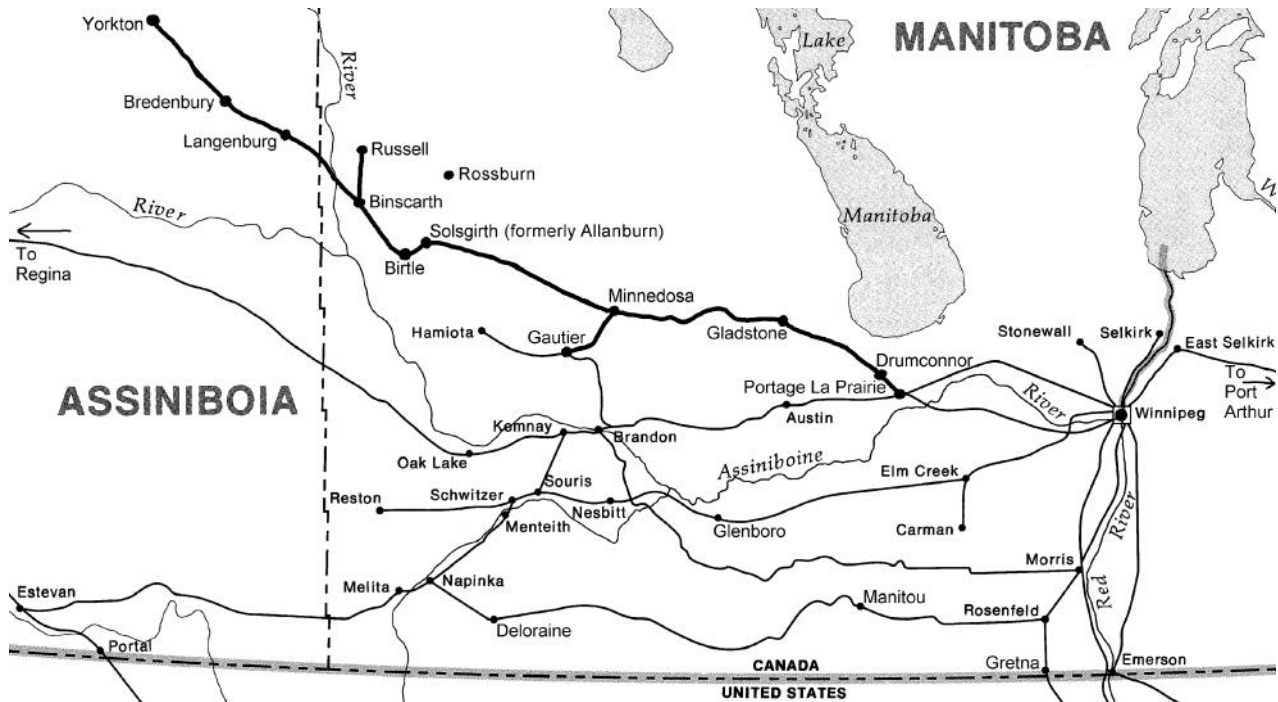


W-174 NOR. PAC. RY - M. C. W'PEG & BRANDON / N^o 1 E, MY

This card was posted aboard the train at Brandon and arrived at Winnipeg the following day.

Manitoba & North Western Railway

By 1889, the Manitoba & North Western Railway had been constructed from Portage La Prairie, via Minnedosa and Binscarth, to Bredenbury. Two branches, Minnedosa to Gautier and Binscarth to Russell, had also been completed. In 1891, the line was extended to Yorkton. In 1900, the line was leased to the C.P.R.



The first postmark used on the line appeared as early as February 5, 1885 and remained in use until May 6, 1902. No proof strike is known. EAST, WEST, E and W direction indicia are reported.



RR-99 MAN. & N. W. RWY. / M. C. WEST, AP 23, 91

RR-99 MAN. & N. W. RWY. / M. C. EAST, AP 24, 91

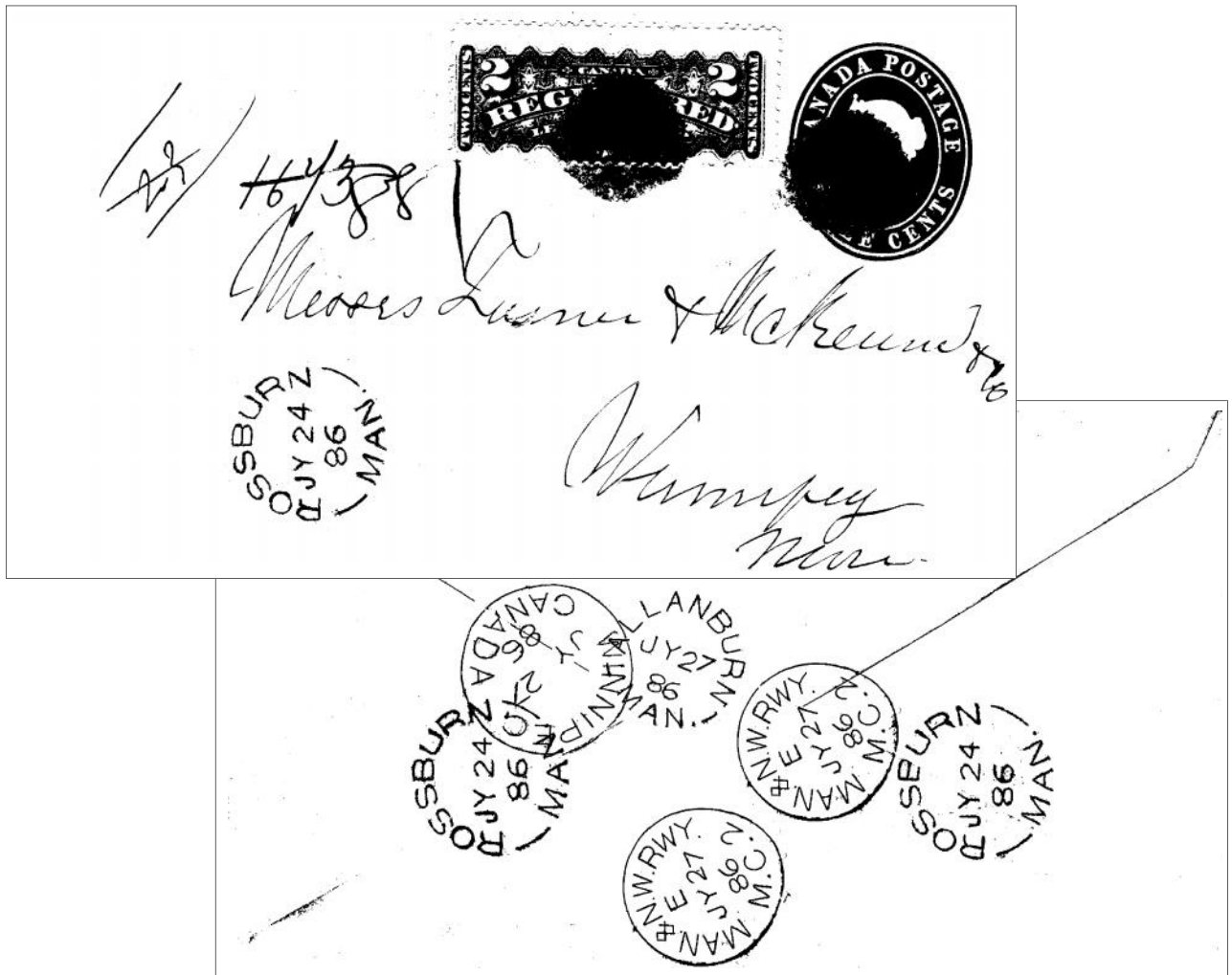
O-256 C. P. RY OTT. & P^I ARTHUR M. C. / I. E, AP 25, 91

This cover originated at Drumconnor and was erroneously posted aboard the westbound train. The following day, it returned on the eastbound train to Portage La Prairie. The next transit stamp was applied on board the eastbound Ottawa & Port Arthur R.P.O. The London arrival backstamp is dated April 28.

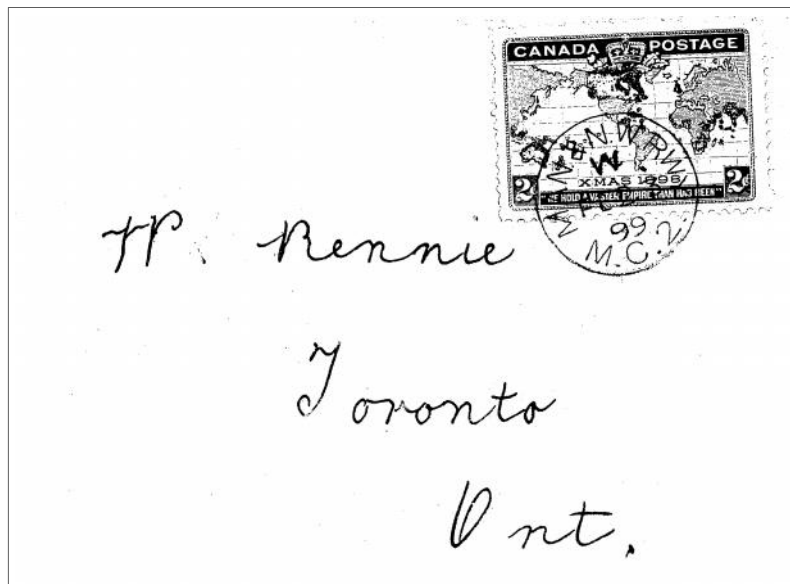
Manitoba & North Western Railway

The second postmark used on the line is reported between 1886 and April, 1901, with an E, W or EAST direction indicium.

Bob Lane sends this example of a new early date for the sole hammer of listing **RR-100**. The registered cover originated at Rossburn and travelled by road to Allanburn (*opened in 1886 and became Solsgirth in 1887*) where it was transferred aboard the eastbound RPO. Arrival in Winnipeg was July 27.



Bob Lane Collection



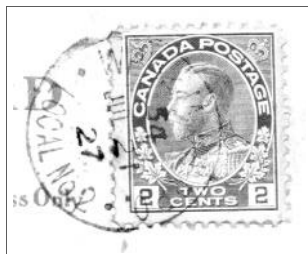
RR-100

MAN. & N. W. RY. / M. C. 2.

W, FE 23, 99

The Caboose

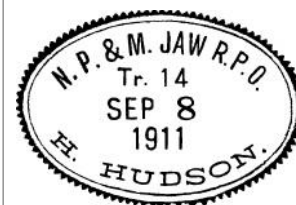
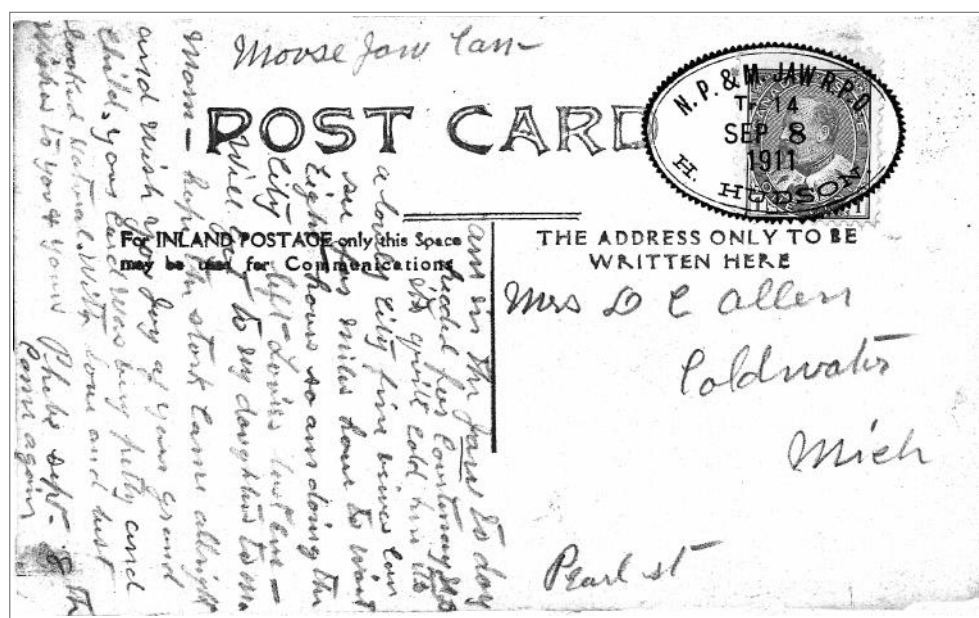
Colin Lewis reports punctuation errors in listing **W-207**. There is no period after WPG and there is a mid-point dot between SWAN and RIV. There is only one hammer for the listing; it was proof struck on March 6, 1929.



Bob Lane submits this strike of **W-196A, Hammer 2** (WPG. & M. JAW R.P.O. / LOCAL No. 2) dated July 21, 1927, from train 54, as a possible LRD. Hammer 1 of the same listing was not proof struck until November 19, 1927 but we have no information as to whether it was used.



Bob Lane also reports this late strike of a very worn **W-203, Hammer 1** (WINNIPEG & RIVERS R.P.O. / No. 1) dated December 7, 1965, from train 103.



Ross Gray reports this previously unreported, type 7C, private clerk handstamp from the North Portal & Moose Jaw R.P.O. run. It is used as a cancellation, struck in blue, on a post card. Presumably, this clerk is the same H. Hudson of listing W-102Mh, Type 17J, N. PORT. & M. JAW R.P.O. / H. HUDSON, reported between 1940 and 1943.

Secretary's Report from Chris Anstead

George Smalley has moved across town. His new address is Unit 102, 50 Market Street, Gananoque, ON, K7G 2M3

Warren Bosch has retired from Elgin Community College and may be contacted at 2029 Country Knolls Lane, Elgin, IL, 60123

Rick Parama has once again crossed the Pacific, leaving Japan for his new address of 5511 Grosvenor Square, Houston, TX 77069

In the last membership list, **Joseph Fishbein** should have been listed as a regular member. Sorry Joe.

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